HORSES AND HORSEMEN.

MORE ABOUT NORTH STATE FARMS.

Mr. Bethell's Splendid Meadow View Stock Farm-The Messrs. Scales' Horses. An Old-Time Fox-Hunt.

Reidsville, N. C., Sept. 30.-Special .-HE object of The



View stock farm, Rockingham coun-Rockingham cointy, N. C. Mr. Bethell has accomplished wonders in the advancement of the troting horse interest in his section. He has been the principal factor in the establishment of the Reidsville Driving Park, and owns a greater amount of stock in the company than any other single party interested in the enterprise. The driving park has been leased for a term of years by Mr. Bethell and L. B. Hoit, Esq., proprietor of the Alamance stock farm, of Graham, N. C. (Mr. Holt and his stock were mentioned in the columns of The Times in a previous article.) Under the auspices of these gentlemen no effort will be sparred to make the enterprise a success. The track will measure a full mile, and will be built on the regulation pattern, with the turns carefully thrown up. It will be both safe and fast. As soon as fully completed and in working order a fully completed and in working order a membership in the National Trotting As-sociation will be secured, under whose sociation will be secured, under whose strong arm of protection a powerful aid will be found in suppressing the fraudu-lent ringer, in which Mr. Bethell deserves especial mention, he having done good work in showing up that class of maraud-ers, who are a menace to the breeder and ers, who are a menace to the breeder and

The splendid roads in the vicinity of Reidsville, and its mild climate must prove a great attraction for wintering norses, as they can be jogged throughout the entire winter, the sandy character of the soil preventing any accumulation of mud. In a few hours after a hard rain the track can be used to good advan-

After spending a night at the hospitable city home of the master of Meadow View farm, the writer, in charge of his hest, was given a delightful drive of about fifteen miles through the country before reaching Meadow View farm, the home of Lelly evines that placetts head you of reaching Meadow View farm, the home of Jolly s'riar, that elegantly bred son of William L. (sire of Axtell, 2:12, Emperor Wilkes, 2:20–3-4, &c.), and Mother Lumps (dam of Lumps, 2:21, etc.), by Pearsall, second dam Lady Irwin, by Rysdyk's Hambletonian, Jolly Friar is a bay horse bred by W. L. Simmons, Lexington, Ky. Individually he is as good as his breeding, which is first-class. His sire, William L., is by George Wilkes, dam Lady Dunn (dam of Gny Wilkes, 2:15-1-4, El Mahdi, 2:28-1-4), by Mambrino Patchen, second dam Lady Bunker (dam of Joe Bunker, 2:19-1-4), by Seeley's American Star, William L. is a fast horse, and will this year 2:19 1-4), by Seeley's American Star, William L. is a fast horse, and will this year probably take a record of 2:25 or better. He is the sire of the phenomenal Axtell, 2:12, at three years, Emperor Wilkes, 2:20 3-4, &c., and full brother to the mighty Guy Wilkes, a great race horse, and as a trotting sire ranking second to no horse in the world. He heads the list as a sire for new-comers to the 2:30 list for 1892, fourteen of his get having entered 1892, fourteen of his get having entered the charmed circle this season, including the two great four-year-old mares. Muta Wilkes, 2:14–14, and Hulda Wilkes, 2:14–3-4, which, with Hazel Wilkes, 2:14–3-4, and the two pacers, Rupec, 2:14–3-4, and Allanah, 2:14, give him five with records under 2:15, a distinction that can be claimed for no other horse in the world. And this wonderful showing is made at the age of thirteen years. Mother Lumps, the dam of Jolly Friar, ranks very high in the great brood-mare list. Her reputation would be secure if it rested on Lumps alone, whose capacity as a race-horse when put to the test was amply proven. In the stud he has been very successful, having twelve in the 2:30

Very successful, having tweive in the 2:30 list, four of whom are in the 2:20 list.

The younger brothers of Lumps, Betterton and Monte Cristo, all by George Wilkes, 2:22, each have representatives in the 2:30 list and gave promise of becoming great sires. Jolly Friar himself was very promising and gave evidence of abundant speed, but was injured as of abundant speed, but was injured as a three-year-old, which incapacitated him for track work. That he will uphold the reputation of his family in the stud there is but little doubt, having in his harem such elegantly bred mares as Lunette, 2:25–3-4, brown mare, foaled 1885, by Lumps, 2:21, dam Lady K., 2:20, by General George H. Thomas, Drucilla, gray mare, foaled 1874, by Belmont, Dam Dahlia (dam of 3 in 2:30 list) granddam of Solong, 2:13–1-4. Her yearling filly by Jolly Friar is a prize, Maud Anayett, brown mare, foaled 1886, by Marking, p. narem such elegantly bred mares as Mand Amyett, brown mare, foaled 1886, by Mambrino Boy, 2:26–3-4. Gin Burner's Baby, by West Egbert, Burner's Eaby, by West Egbert, 2:29 1-2, dam Gin Burner (dam of 3 in 2:29 1-2, dain Gin Burner (dam of 3 in 2:30 list). Jeannette L., bay mare, foaled 1884, by Lyle Wilkes, dam Silverheels, (dam of Abel, 2:24 1-4, Vimont L., etc.). Edith Bethell, bay mare, foaled 1886, by Barney Wilkes, dam by Bostick's Al-mont, 2:29, second dam Ashland Kate, 2:29 1-2, by Ashland Chief. In addi-tion to the discounter agree of the second tion to the above there are a number of other mares all good individuals and tracing to producing dams by such sires as Barney Wilkes, Guyon, Prince Bel-mont, Jolly Friar, Melville Chief, 2:32,

Mr. Bethell has in training eighteen horses, all in good shape and going well. The training department is under the able care of Mr. Silas Smith, who understands his business and is not to be caught napping when pedigrees and performances are being discussed. Whitsuntide, a black filly, foated 1889, by Jolly Friar, dam Maud Amyett, by Mambrino Boy, is very promising and

Johy Maud, a bay filly, foaled 1891, by Jolly Friar, dam Maud Amyett, by Mambrino Boy, is a beauty. She has an elegant head, is good-gaited and acts like a trotter. Sunny South, a bay colt, one year old and full brother to Jolly Friar, has trotted an easy quarter in 45 seconds soon after being broken. He is good-gaited, promising and very highly esteemed by Mr. Bethell.

esteemed by Mr. Bethell.
Clipper, a chestnut stallion, foaled
1887, by Melville Chief, 2:32, out of a
mare of untraced breeding, is a good
individual, handsome and stylish. With
further handling he will enter the 2:30 list. Uncle Dan, brown colt, foaled 1889, by Jolly Friar, dam by Red Jacket, is considered quite a trotter and will show up later on.

Jolly Tar, bay colt, foaled 1889, by Jolly Friar, dam by Blackwood, has been

Bold to Southern parties for \$1,200.

Elkin Boy, bay colt, fealed 1891, by
Jolly Friar, dam Mambrino Girl, 2:30,
by Victor Von Bismarck, is a fine individual, very handsome and promising.
There are a number of others equally promising as the above, which will mentioned at some future time.

Mr. Bethell is a close student of pedi-grees and performances. He keeps abreast of the time in all matters pertaining to the trotting horse and, while a firm ad-vocate of producing blood lines, he invocate of producing blood lines, he in-sists that an animal shall have individual

excellence as well.

After a most pleasantly spent day at Meadow View Mr. Bethell and the writer drove over to Thornfield and Fair View farms, owned by Messrs. J. H. and E. F. Scales. The places comprise about two thousand acres of land, lying in Henry and Pittsylvania counties, Va., and Rockingham county. N. C. The soil is naturally productive and leave. soil is naturally productive, and large quantities of grain and tobacco are pro-duced annually. The appellation of Byrd's Land of Eden to this beautiful section is a fitting tribute richly merits.i. The toiler in cities will search in vain ere he finds more generous hospitality or

warmer welcome than that accorded him

After ten an enthusiastic discussion of After tea an enthusiastic discussion of the breeding problem in the spacious smoking-room at Thornfield was heartily enjoyed, and followed by many hours of unbroken rest. An early breakfast the next morning, and the whole party joined in a glorious old-fashioned fox-hunt. Among the participants were Messrs. E. F. Scales, Joseph Scales, James W. Bethell, Harry Bethell, Gordon Johnston, of Birmingham, Ala., mounted on the Bethell, Harry Bethell, Gordon Johnston, of Birmingham, Ala., mounted on the get of Red Jacket (by Messenger Duroc), Sutherlin and Russell Monroe, while the writer, mounted on a handsome chesnut daughter of Middletown (sire of the stallion Orange Blossom, 2:26 1-2, well known to Richmond horsemen and formerly owned by Colonel John A. McCaulli, and a Young Morrell mare, found no difficulty in keeping up with the more experienced members of the hunt. The music proceeding from a pack of eighmusic proceeding from a pack of eigh-teen well-trained dogs was rich enough

teen well-trained dogs was rich enough to stir one's whole nature. A run of many consecutive hours after a sly old red and a day of glorious sport long to be remembered was a thing of the past. In addition to extensive farming interests, the Messrs. Scales years ago noted the increasing importance of the light-harness horse, and turned their attention to the production of a high class of trotters and roadsters. After owning a number of stallions—Pilot Belmont, Russell Monroe, Red Jacket, &c., which were disposed of from time to time—they finally purchased from his breeder and owner. Paul H. Hacke, of Pittsburg, Pa., the bay horse Prince Belmont, by Belmont, dam Minnie Nutt, by Nutwood, 2:18-3-4, second dam Minnie (dam of 2:18 3-4, second dam Minnie (dam of Irene, 2:20) by Vandervier's Abdallah, son of old Abdallah. Prince Belmont is a splendid individual, full sixteen hands a splendid individual, full skeech filmeds high, of commanding form, possessing the grand style and finish so character-istic of the Belmont family. Minnie Nutt, by Nutwood, the greatest living sire, was the dam of the ill-fated Prince Harold, a young horse of great promise, who showed very fast trials in private, but died before securing a public record. Minnie, the granddam of Prince Belmont, was the dam of that game campaigner, Irene, 2:20, with twenty-four winning heats in 2:30 and better to her credit.

heats in 2:30 and better to her credit.

Prior to his purchase by the Messrs.
Scales, Prince Belmont had served very
few mares. Since his purchase by his
presut owners he has had access to some
good mares and the produce will be certain to show up in due time. He trotted
a trial himself in 2:28 3-4, when his retirement from the track was random. tirement from the track was rendered permanent by a severe attack of pink-eye. He has in his court a number of permanent by a six court a number of breed mares by such sires as Egmont (sire of Labasco, 2:10 3-4), Filot Belmont, Russell Monroe, Red Jacket (son of Messenger Duroe), Rienzi (full brother to King Rene), Woodburn Hambletonian, Middletown, The King, 2:291-2, Robert Medium, 2:291-2, Lexington Wilkes, Burglar, 2:241-4, and Sutherlin, out of well-bred mares, in most instances tracing to a thoroughbred foundation, the selections having been most instances tracing to a thorougnored foundation, the selections having been made with a strict view to individual excellence. The youngsters on the farm are by such sires as King Almont, 2:21 1-4. Kentacky Wilkes, 2:21 1-4. Prince Belmont, Russell, Monroe, &c. Salem, a bay gelding, fouled 1890, by Prince Belmont, dam by Red Jacket, is a natural pacer and very promising at Prince Belmont, dam by Red Jacket, is a natural pacer and very promising at that way of going. He will probably be the first of his sire's get to place him in the list of producing sires. A two-year-old black colt called Virginia Wilkes, by Kentucky Wilkes, dam by Burglar, 2:241-4, is a good gaited compact-look-ing youngster and will be kept entire for stock purposes.

for stock purposes.

The Messrs. Scales have turned out many fine road and harness horses during the past. Recognizing the importance of introducing new blood into their stud and with a manifestation of energy and participates characteristic of such and enterprise characteristic of they have during the last gentlemen, they have during the last few years purchased in Kentucky and other States a number of brood mares of approved blood lines and good in-dividuality, thereby affording Belmont Prince an opportunity to add further lustre to the splendid ancestral lines to which his pedigree traces. W. J. C.

MISS NELSON WINS IN FAST TIME.

Branchwood Reduces His Record-Entries to the Exposition Races.

The celebrity attached to Virginia in olden times as the home of the thoroughbred horse, in whom public interest for a time consequent on the disturbances of civil war, again shines forth with creased brilliancy, rendered so by the mighty deeds on the the greatest race traces of the Western world of such horses as Eole, Eolist, St. Saviour, Knight of Ellerslie, Eurus, Eolian, Elkwood, Eon, Diabio, Vigilant, Russell and Morello (the two-year-old champion of the year and the peer of any colt in this country), all sons of the great Eolus, who was by imported Leamington of Fanny Washington by Revenue. n, out of Fanny Washington by Revenue, second dam Sarah Washington by Garri-son's Zingaren, third dam Stella by Contention (both Zingaren and Contention were sons of Sir Archy, the best son of the immortal Imported Diomed out of Imported Castiarira by Rockingham). The sterling blood of Folus is breeding on his son St. Saviour, doing stud duty in far-off California. is proving his worth as a sire, while his daughters to the embrace of that good race-horse and winner in England, Imported Charaxus, are throwing first-class performers such as Charade, Lester, Hamnie, Mabelle, &c.
Other thoroughbred sires are doing stud

Other thoroughored sires are doing state duty in different parts of the State, such as Heimial, by Imported Mortimer, out of the great race mare Vandalete, by Vandal, the best son of imported Glencoe; Prosper, by imported Leamington, out of Emily Fuller by Imported Eclipse, second dam Oleata, by Lexington.

While thoroughbred colts bred and reared within our borders are winning fame on the great tracks of the North and West our trotters are being sent out to battle for glory also. During the past week the bay mare, Miss Nelson, started at Baltimore in the 2:50 class, trotting purse \$500, and won in three straight heats—time, 2:31%, 2:28%, 2:30—defeating a field of ten, among them the bay stallion Great Stakes, by Billy Thornnill, owned in North Carolina and who has been winning his races previous to this without any diffic pools for the first heat Great Stakes sold for Miss Nelson \$17, field \$8. Second Miss Nelson \$10, field \$16. Third heat Miss Nelson \$25, field \$7.

The winner, Miss Nelson, is a handsome

bay mare of much finish and quality. Bred at Acca stock farm, foaled in 1889, sired by Nortolk, dam said to be by American Clay. The Battimore Sun in its account of the race, spoke of the young mare as a three-year-old prodigy and good judges consider her present mark of 2:28 as no measure of her speed. Her present owner, Mr. Samuel B. Nelson, of this city, purchased her some weeks since from Langhorne Putney, Esq., who obtained her during the past spring from her breeder, Mr. Preston Belvin. She is the first of her sire's produce to place him in the list of producing sires. And he is the youngest sire ever owned in Virginia to have one of size ever owned in Virginia to have one of his get enter the 2:30 list at the early age of eight years. Norfolk the size of Miss Nel-son, is a chestnut herse, sixteen hands high, foaled in 1884 by Nutwood, 2:18% (the greatest living size), dam Lady Alice (the dam of hysdyk Chief, 2:31), by Mambrino Chief. He was purchased as a yearing from his breeder, J. C. McFerran, of Louis-ville, Ky., by his present owner. ville, Ky., by his present owner, H. C. Chamblin Esq., who installed him as the premier sire at Whitby stock farm in his two-year-old form. He has a number of colts out of well-bred mares, many of which

are very promising for speed. The interest in the trotting horse in North Carolina continues to increase. Mr. J. W. Peay, of Reidsville, owner of the brown stalion King Jewel, reports that the horse made a good season, a number of well-bred mares having been sent to his embrace king dewell is a rich brown horse, foaled 1.86, by king Rene (sire Fugue, 2:19%). Prince Edward, 2.20, and fourteen others in 2.30 list) dem 2:30 list), dam Jewell by Gill's Vermont. King Rene, as a show horse, a trotter and sire of trotters has amply proven his worth. While Jewel is the dam of Gambetta Wilkes, 2:2214, sire of fourteen in the 2:30 list at eleven years old; The King, 2:2914.
sire of Limestone, 2:194; Ferrons, 2:25. &c.;
Count Wilkes, sire of Georgette, 2:29, &c.
King Jewel inherits much of the great
finish and beauty of his sire and dam and by right of inheritance should both trot and

Branchwood, the bay gelding by Woodburn Hambletonian, out of Beile, said to be by Justin Morgan, who wen a pacing race at Easton, Maryland, on the 13th, taking a record of 2:16%, and the following week again, winning his race in 2: 6, 2:21%, 2:20%, was started against time between the regular races at Baltimore on the 27th instant and reduced his record to 2:25. The horse being entered in a race which his horse being entered in a race which his driver was confident of winning, and then being drawn and sent against time, was a puzzle to the horsemen present. Mr. Bass, the Acca Stock Farm driver, of Rienmond. Va., who has trained and driven the geld-Va., who has trained and driven the gelding in his races, was sought and asked for an explanation, stated that Branchwood was owned by Mr. John P. Branch, president of the National Bank of Richmond and a deacon in the Methodist church. Mr. Branch had cabled from Switzerland that he scarcely thought it right for a deacon and bank president to start horses in races, consequently Branchwood was not to start a veget quently Branchwood was not to start except for record. Under the rules a pacing re-cord of 2:25 or better would make his dam standard and eligible to registration as such after which her other colts by stand-ard sires will be entitled to registration

The entry list to the trotting races to be held at our forthcoming Exposition denotes that great interest will be taken in the contests, a much greater number of good horses having been entered than at any other time in the history of the association. The list of entries are as follows:

Two-thirty-five class, purse \$300, nine entries Lady Lightfoot, chestnut mare by Bashdro, R. T. Landon, Cobb's Creek, Va.; King William, bay horse by Woodburn Hambletonian C. O. Campbell, Richmond; Acca, gray horse by Woodburn Hamble-tonian, Acca Stock Farm, Richmond; Lila, bay filly by Fgwood, 2:23, S. B. Nelson, Richmond: Tom. bay horse by Meiville Chief, 2:22, W. P. Batchelor, Raiseigh. N. C.: Chipper, chestnut horse by Melville Chief. Meadow View Stock Farm, Sharp. N. C.; Charlie, bay horse, G. M. Herndon Durham, N. C.; Granite, bay gelding by Granby, E. E. Pipher, Knoxville, Tenn.; Colonel Colgrove, bay gelding by Jim Hill,

Colonel Colgrove, buy golding by Jim 1914.
A. H. Tyson, Chester, Pa.
Yearling class, purse \$150, nine entries:
May Handy, bay filly by Egwood, 2:23,
Whitby Stock Farm, Richmond, Va.; Angelus, chestnut gelding by Whitby, T. M.
Hiewett, Weyanoke, Va.; Ellen Caskie, bay
filly by Wills, Acca Stock Farm, Richmond,
V. Pieles (Parls have coll by Phalany and Va.: Prince Charlie, bay colt by Phalanx, and Bermuda Belle, a bay filly by Phalanx, and & Brothers, Bermuda Hundred, Va.: Burby, bay colt by Bourbon Baron, John C. Small, Richmond; Gammon, bay colt by Robert Ransom, and Alexander B. Crown, colt by Robert Ransom, and Range R. Crown, colt by Robert Ransom, and Range R. Crown, colt by Robert R. Crown, colt by R. Crown, colt Robert Ransom, Joseph Lassiter, Aichmond, Lady Emily, bay filly by Egwood, 2:23, In-

gle Side Farm, Richmond.

The 2:20 class. purse \$400—nine entries,
Acca, gray horse, by Woodburn Hambietonnan entered by Acca Stock Farm, Richmond, Va.: Willis, bay horse, by Jay Bird, entered by Acca Stock Farm Richmond, Va.: John A., bay gelding, entered by McCleary & A., bay geiong, entered McClelian, Noriolk, Va.; Comet, grav geld-ing, by General Stanton, A. H. Tyson, Chester, Pa.; Great Stakes, bay horse, by Chester, Pa.: Great Stakes, bay horse, by Billy Thornbill, George D. Bennett, Golds oro, N. C.; Sigma, bay mare, by Grand entinel, E. E. Pipher, Knoxville, Tean.; Sentinel, E. E. Pipher, Knoxville, Tenn.; McAlister, bay gelding, by Block's Hambietonian, C. D. Noel, Tazewell, Va.: Edith Almont, bay mare, by King Almont, Magnolia Stock Farm, Elmira, N. Y.: Colonel Colgrove, bay gelding, by Jim Hill, A. H. Tyson, Chester, Pa.: Two-year-old class, purse \$300, five entries—iron Bar, gray colt, Mrs. Belle Lindsay, Richmond, Va.; Wood Bee, bay filly, by Noriolk, Acca stock farm, Richmond, Va.; Harold B., bay colt, by Harold Allen, James

Harold B., bay colt, by Harold Alien, James Fletcher, Richmond, Va.: Laura, bay filly, by Norfolk, Joseph Lassiter, Richmond, Va.; Egwood, Jr., bay colt, by Egwood, 2:23, W. H. Nelson, Manchester, Va.

Three-year-old class, purse \$400, nine entries—Blondeth, bay filly, by Leiand, W. P. Batchelor, Raleigh, N. C.; Ziella B., brown filly, by Woodburn Hambletonian, Accastock filly, by Woodburn Hambletonian, Acca stock farm, Richmond, Va.; Miss Nelson, bay filly, by Norfolk, S. B. Nelson, Richmond, Va.; Lila, bay filly, by Egwood, 2:23, S. B. Nelson, Richmond, Va.; Myrtle, bay filly, by Harold Allen, William Hopps, ichmond, Va.; I ncle Dan, bay colt, by Jolly Friar, Meadow View Farm, Sharp, N. C.; Extra Light, bay colt, by Starlight, C. D. Aoel, Tazewell, Va.; Magnolia King, bay colt; Romolo bay filly, by Belton, A. H. Tyson, Chester, Pa. Two-fifty class, purse \$300, thirteen en-

Two-hity class, purse easo, thirdeal entries—Centreville, bay gelding, by Baron Wilkes, Ira Nelson, Richmond, Va.; Robert Bruce, bay gelding, F. C. Smith, Stauuton, Va.; Lady Hannis, bay mare, by Hannis, 21754, A. L. Hughes, Cappahosie, Va.; Cabe Charles, chestnut horse, by W. M. Dixon, Hudgins, Va.; 211a B., brown mare, by Woodburn, Hamblatonum, Acca, Stock Woodburn Hambletonan, Acca Stock Farm, Richmond, Va.; Willis, bay horse, by Jay Bird, Acca Stock Farm, Richmond, Va.; Miss Nelson, bay mare, by Norfolk, S. B. Nelson, Richmond, Va.; Lala, bay mare, by Woodburn Hambletonian James Fetcher, Ruchmond, Va.; Ro-Lafa, bay mare, by Woodburn Hambletonian, James Fietcher, Richmond, Va.; Robert Ransom, bay horse, by Gambetta, Joseph Lassiter, Richmond, Va.; Holcomb, bay horse, by Holstein, 2:2094, Ingleside stock stock farm, Richmond, Va.; Myrtle, bay mare, by Haroid Alien, William Hopps, Richmond, Va.; Blind Jim, chestnut gelding, by —, D. J. Hathaway, Noriolk, Va.; Fear Not, bay gelding, by David Hathaway, Stallon class, purse \$500, eight entries—Tom Ewing, bay horse, by Challenge, William Atkinson, Suffolk, Va.; Cape Charles, chestnut horse, by —, William Dixon, chestnut horse, by —, William Dixon, Hudgins, Va.: Willis, bay horse, by Jay Bird, Acca stock farm, Richmond, Va.: Three Tips, chestnut horse, by Sam. Three Tips, chestnut horse, by Sam. Purdy 2:20½, Acca stock farm, Richmond, Va.; Money Hunter, 2:25½ bay horse by Fleeting Ray. S. B. Nelson, Richmond, Va.; Aaron Wilkes, bay horse, by Wickliffe, James Fletcher, Richmond, Va.; Holcomb, bay horse, by Holstein, 2:29½, Ingleside farm, Richmond, Va.; Signet 2:27½, chestnut horse, by Hambletonian Pilot, B. T. Scott, Bridgetown, Va.

Scott, Bridgetown, Va. Two-forty class, purse \$300, fifteen entries—Centreville, bay gelding, by Baron Wilkes, Ira Nelson, Richmond, Va.; Robert Bruce, bay gelding, by F. C. Smith, Staunton, Va.; Cape Charles, chest-Smith, Stainton, Va.; Cape Charles, chest-nut horse, by ——, William Dixon, Hudgins, Va.; Lady Lightfoot, chestnut mare, by Bashdro, R. T. Landon, Cobb's Creek, Va.; Tom, bay horse, by Melville Chief, W. P. Batchelor, Raleigh, N. C.; King William, bay horse, by Woodburn Hambletonian, C. O. Campbell, Riemmond, Va. Willia hay horse, by Jay Ried Acca, Va.; Willis, bay horse, by Jay Bird, Accastock farm, Richmond, Va.; Lela, bay filly, by Egwood, 2.23, S. B. Nelson, Richmond, Va.; Robert Ransom, brown horse, by Gambetta, Joseph Lassiter, Richmond, Va.; Chipper, chestnut horse, by Melville Chief, Meadow View farm, Sharp, N. C.; Blind Jim chestnut gedding by D. J. Meadow View Isrin, Sharp, N. C. Billiu Jim, chestnut gelding, by — —, D. J. Hathaway, Noriolk, Va.; Mamie D., bay filly, by Woful, James St. Clair, Roane, Va.: Brave Boy, bay horse, by — —, George D. Bennett, Goldsboro, N. C.; Granite, bay gelding, by Granby, E. E. Pipher, Knoxville, Fenn.: Fear Not, bay gelding, by King Almont, D. J. Hathaway, Norfolk, Va.

Two-twenty-seven class, purse \$500, nine entries—Miss Thompson, brown mare, by Toodles, Jr., Thomas M. Hewitt, Weya-nike, Va.; Three Tips, chestnut horse, by noke, Va.: Three Tips, chestnut horse, by Sam. Purdy 2.20%, Acca stock farm, Richmond, Va.; Little Betz, roan mare, by John W. Daniel, J. C. Small, Richmond, Va., McAlester, bay gelding, by Black's Hambletonian, C. D. Noel, Tazewell, Va.; J. M. D., bay gelding, by ——. Hentscheil & Hopps, Baltimore, Md.; Sigma, bay mare, by Grand Sentinel, E. E. Pipher, Knoxville, Tenn.: Tomoka, gray horse, by St. Leon, Magnolia stock farm, Elmira, N. Y.: Comet, grav geiding, by General Stan-ton, A. H. Tyson, Chester, Pa.: Rashleigh,

chestnut stallion, by Inglewood, A. H. Tyson, Chester, Pa.

The Society also offers purses of \$250 for the 2:27 and 2:20 class pacers, the entries to which will be given next week.

The value of the blood of Rysdyk's The value of the blood of Ryadyk's Hambletonian grows more apparent almost weekly. On the 28th his granddaughter, the peerless Nancy Hanks, trotted a mile over the resulation track at Terre Haute, indiana, in 2 , the time of the thir i quarter being 9% seconds. On the day following, Ma cot, a bay gelding by Deceive, son of Ryadyk's Hamblety in paced a mile and the control of the country of the in 2:01 in a race over the same track. scarcely an exception the best records for all ages are held by his descendants. Mighty is the blood of the old hero of Chester.

Children Cry for Pitcher's Castoria. Is your blood poor? Take BEECHAM'S

GENERAL PRYOR'S CAPTURE. The Story of a G. A. R. Man Who Was an

Eye-Witness to the Occarrence. Petersburg, Va., Sept 29.-Special.-Among the visitors of the Grand Army of the Republic who came to visit the battlefields in front of Petersburg was Comrade R. B. Brown, of Post No. 47. Haverhill, Mass. He says that at the time of the capture of General Roger A. Pryor he (Browa) was a lieutenant in a Massachu-setts regiment, which was stationed somewhere near Fort Sedgwick, in Prince George county. He was the officer of the guard on the day of the capture of

General Pryor, and gives this account

of the occurrence:
Captain H. O. Dudley, of Manchester,
N. H., officer of the day, was going the
rounds, and when he got to Lieutenant
Brown's post his attention was attracted
by a Confederate soldier between the lines
waying a nawspaper, which was the waving a newspaper, which was the usual signal of a desire to exchange pa-pers. Captain Dudley put his field-glasses pers. Captain Dudley put his field-glasses to his eyes, and remarked that that seemed to be a Rebei officer, and he thought he would capture him in revenge for the capture of Captain Adams, a Federal officer, who had been taken a prisoner by the Confederates about a week before, while exchanging papers. Captain Dudley passed along the lines, and on completing his rounds and reand, on completing his rounds and re-turning to Lieutenant Brown's post, he found that the Confederate was still waving his paper for exchange. He then concluded that he would capture him. He gave orders to his men on duty that if he raised his right hand they were to fire on Pryor. He then went out to a ravine between the two lines, and Pryor approached to the other side of the ra-vine. Dudley said: "If you wish to exchange papers, come across the ravine."
Pryor said: "Come into the ravine, and I will meet you half way." Dudley insisted that if Pryor wished to exchange papers, he should come across the ravine to him. General Pryor then walked across the ravine to where the Federal officer was, and as he came up to him the latter took Pryor's right hand in his left, held it securely, and with his right drew his revolver and pointed it to Pryor's breast, at the same time ordering him to surrender and march to the rear. Pryor replied: "You have me in your power, Captain, and I am obliged to surrender." He was then taken into the works, passing immediately by Lieuten-

Lieutenant Brown states that as he and Dudley were marching through Petersburg on the day of the evacuation they saw General Pryor standing at the front door of his residence on Washington street, which house is now occupied by Mr. R. I. Arringon. Their regiment for a rest, and they went up into the porch and shook hands with General Pryor, and had a short conversation with him. Lieutenant Brown says that Captain Dudley now has in his possession a sabre, pistol and belt taken from General Pryor at the time of his capture, which he prizes very highly.

Mr. Pendleton D. Kibler, of Luray, has a fine pond, from which he draws largely for water supply. Recently he has been considerably annoyed by the cat fish in considerably annoyed by the cat lish in it, which kept it very muddy and unfit for use. To get rid of the fish Mr. Kibler adopted the novel expedient of sowing lime in the pond, which killed the fish and frogs in less than ten minutes and caused the "skill-pots" to leave for other parts instantly. Mr. Kibler gathered up nine bucketsful of fish which rose the true of the vertex and sown dies. The the top of the water and soon died. fish were very small. Since his lime experiment the pond his been perfectly clear, and not a fish, frog or "skill-pot" Since his lime exhas been seen.



Kittle Fox of Fairhaven, Vt. "When my daughter Kitty was about three years old, Eczema or Salt Rheum appeared on her face. It itched so badly she would Scratch till it Bled

We had seven or eight doctors, without the least shadow of benefit. When Kitty had taken half a bottle of Hood's Sarsaparilla

She was better, and when she had taken 11/2 bottles she was perfectly cured and has shown

No Sign of Salt Rhoum For almost four years. Her skin is now as fair and clear as any child's in town." WM. Fox, Williams Slate Mantel Works, Fair Haven, Vt.

Hoop's Pills are the best after-dinner Pills, assist digestion, cure headache and billousness.

PROPOSALS.

NOTICE TO PLUMBING CONTRACTORS.

CITY ENGINEER'S OFFICE.

RICHMOND, VA., September 21, 1892.)

SEALED PROPOSALS will be received at this office until 6 o clock P. M. on the 47H DAY OF OCTOBER, 1892, for all the lator and materials and nxing in place complete the plumbing and plumoing fixtures for the New 1ty Hail Suiding, at Biebmond, Va., in accordance with the general instructions and conditions, specifications, schedules and drawings, which may be seen at this office.

Each bid must be accompanied by a certified check for \$500.

The Committee on Grounds and Buildings reserves the right to reject any and all 14ds, and will reject all bids received after the time herein state i for opening the same or which

herein state of the following and the result of this invitation.

Proposals must be enclosed in an envelope, with name of bidder on outside, scaled and marked. "Proposals for the Fumbing and Plum ing Fixtures for the New City Hall Building, at Richmond, Va." and addressed to W. E. CUTSHAV.

City Engineer.

DECORATIONS

-YOR TEX-

Exposition and Trades Parade FLOATS, WAGONS, HOUSES, EXHIBITS.

&c. decorated. All kinds of BADGES, BANNERS, BUNT-

INGS, STREAMERS, FLAGS, SH. ELDS, &c., on hand and made to order. All orders will receive prompt attention.

MARX MITTELDORFER & SON. A full supply of CAMPAIGN GOODS on sell-su.turl2t hand.

CHEW MANAOLA

IF YOU WANT

SOMETHINGFINE

IT IS ON THE MARKET AGAIN.

BUTLER & BOSHER. [sep 1-we,fr&su6m]

RAILROADS,



SCHEDULE IN EFFECT SEPT. 13, 1892.

Richmond. Broad-street Station. No. No. Richmond. Broad-street Station.

2- 6:00 A. M. Daily for Old Point.
32- 9:00 A. M. Daily for Norfolk and O. P. Stops only at Williamsb'g.
4- 3:00 P. M. Daily for Norfolk and O. P. 8:20 A. M. Ex. Sunday for Clift. F'ge.
1- 2:00 P. M. Daily for Cincinnati.
3- 10:45 P. M. Daily for Cincinnati.
31- 6:35 P. M. Daily for Doswell.

No. | Richmond. | Eighth-street Station. 9- 9:00 A. M. Dally for Ly'bg&Cli'n F'ge. 11- 4:30 P. M. Dally for Lynchburg. No. 5. Connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandoah Valley, North and South, and at Staunton for Harper's Ferry.

No. 1. Pullman for Cincinnati and St. Louis; supper in Dining Car. No. 3. Pullman and Dining Car for Cincinnati.
No. 31. Connects at Doswell for Washing-

ton. No. 2. Pullman fer Old Point, connects at Old Point for Norfolk daily except Sunday. No. 32. Vestibule train for Old Point and Norfolk.

No. 4. Pullman for Old Point, connects for Norfolk. No. 9. Solid train for Lynchburg and Clifton Forge. No. 11. Parlor Car for Lynchburg.

TRAINS ARRIVE AT RICHMOND. Arrive. | Broad-street Station. 1—11:30 A. M. Daily from N'rf'k and O. P. 21—6:30 P. M. Daily from N'rf'k and O. P. 3—10:30 P. M. Daily from N'rf'k and O. P. 5:55 A. M. Daily from Cincinnati. 32—8:50 A. M. Daily from Doswell. 4—2:00 P. M. Daily from Cincinnati. 6—7:30 P. M. Ex. Sunday from Clif'n F'g.

No. | Arrive. | Eighth-street Station. 12- 8.20 A. M. Dally from L'chb'g & C. F. 10- 6:00 P. M. Dally from L'chb'g & C. F.

JOHN D. POTTS. Division l'assenger Agent.



SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT AUGUST 28, 1892.

LEAVE RICHMOND:

TRAIN No. 11, 3:20 A. M.

SOUTHERN EXPRESS daily for Danville,
Greensboro, Winston-Salem Counects
at Keysville for Clarksville, Oxford, Henderson, Durham and Raleigh (through coach
Richmond to Raleigh, Salisbury, Asheville, Hot Springs, Charlotte, Columbia,
Alken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California.
Pullman palace sleeping-car Richmond to
Danville and Danville to Asheville and Hct
Springs; also Danville to Ashaville and Hct
Springs; also Danville to Atlanta.

TRAIN No. 9, 3:00 P. M.

F AST MAIL, daily, for all points South
and Southwest. Connects at Danville with Pullman sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleigh,
&c. Connects at Salisbury for Asheville and
Western North Carolina stations. Washingten and Southwest Vestibule Limited, southbound, leaves Danville 5:50 A. M.

TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and
intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 6:18 A. M.; No. 10, 5:30 P.
M.; No. 18, 8:45 A. M.

VORK RIVER LINE via WEST POINT.

YORK RIVER LINE via WEST POINT. DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK. PHILADELPHIA AND NEW YORK.

LEAVE RICHMOND:
TRAIN No. 10, 3:10 P. M.

LOCAL EXPIRESS, daily except Sunday.
TRAIN No. 16, 4:45 P. M.

PALTIMORE LIMITED daily except Sunday for West Point, connecting with York river steamer for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington, Philadelphia and New York, FARE: Richmond to Baltimore, \$2; to Washington, \$3; to Philadelphia and New York, FARE: Richmond to Baltimore, \$2; to Washington, \$3; to Philadelphia, 54; Si; New York, \$7.30.
STEAMERS LEAVE BALTIMORE 5 P. M.
FOR WEST POINT, daily except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:05 A. M. and 10:40 A. M.

TRAIN No. 44, 6:40 A. M.
Local MIXED, daily except Sunday; leaves Twenty-third street station for West Point and intermediate points.
Ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M., and from 9:00 to 3:20 A. M.
City ticket office at station foot of Virginia street open 8:00 A. M. to 6:00 P. M., and from 9:00 to 3:20 A. M.
Traffic Manager. Gen. Passenger Agent.
W. H. GREEN, General Manager.
E. BERKELEY, Superintendent.
J. S. POTTS, Passenger Agent.
9:19 Main street, Richmond.

A TLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAIL-

Commencing SUNDAY, MAY 22, 1892, at 2 A. M., trains on this road will run as fol-lows:

TRAINS SOUTHWARD. No. | Leave | Arrive | No. | Richmond. | Petersburg.)

No. Richmond. Petersbirg.)

33 *9:00 A. M. 9:35 A. M. Norf'k Special

23 *9:15 A. M. 10:00 A. M. Thro'h Train.

39 *8:10 P. M. 8:55 P. M. Accommoda'n.

41 *12:20 P. M. 1:00 P. M. Accommoda'n.

27 *2:58 P. M. 3:35 P. M. Fast Mail.

35 *5:45 P. M. 6:40 P. M. Norfolk Con'n.

37 *11:40 P. M. 12:25 A. M. Accommoda 'n.

43 7:10 A. M. 8:20 A. M. Sunday Accom

45 4:50 P. M. 5:45 P. M. Sunday Accom

TRAINS NORTHWARD.

No. | Leave | Arrive | Richmond.

STOPPING PLACES.

Nos. 14, 23 and 36 make no stops. Nos.
23, 34 and 78 stop on signal at Manchester,
Drewry's, Centralia and Chester. No. 27
stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 32, 25, 37, 38, 39, 40, 41, 42, 43,
44 and 45 will stop on signal at all stations.
Pullman Palace Buffet Sleeping Cars on all
through trains. On trains Nos. 37 and 14
sleeping cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA. GA.

Leave Richmond 9:15 A. M. daily; arriving Weldon 12:20 P. M. and at Athanta 9
A. M. via S. A. L. Through sleepers Richmond to Weldon and Weldon to Atlanta.

THE ONLY ALL-RAIL LINE TO NORFOLK.

Leave.

Richmond 20:00 A. M. Norfolk 11:35 A. M.

Leave.

Leave.

Kol.K.

Leave.

Richmond. *9.00 A. M.

Richmond. *9.00 A. M.

Richmond. *9.45 P. M.

Norfolk. . *1.35 A. M.

Richmond. *5.45 P. M.

Norfolk. . *7.30 A. M.

Richmond. 10.30 A. M.

The trains leaving Richmond at 9.00 A. M.

and Norfolk. *4.00 P. M.

Richmond. 6.38 P. M.

The trains leaving Richmond at 9.00 A. M.

and Norfolk at 4.00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5.45 P. M. and 2.58 P. M. trains from Richmond for Norfolk.

Trains leaving Richmond at 9:00 A. M.,

12:20 P. M. and 11:40 P. M., and arriving at Richmond at 7:44 A. M., 2:15 P. M. and 7:45 P. M., make close connection at Petersburg to and from Farmville, Lynchburg and West.

R. M. SULLY.

R. M. SULLY.

Superintendent.
E. T. D. MYERS.
General Superintendent.
T. M. EMERSON, Traffic Manager.

F ARMVILLE AND POWHATAN RAILGENERAL OFFICE, 703 MAIN STREET,
SCHEDULE IN EFFECT MAY 23, 1892.
LEAVE RICHMOND.
12:20 P. M., via Atlantic Coast Line for
Furniville and intermediate
points west of Chester.
5:45 P. M., via Atlantic Coast Line for Bermuda.

ARRIVE RICHMOND.

10:30 A. M., via Atlantic Coast Line from Farmville and intermediate stations west of Chester.

8:25 A. M., via Atlantic Coast Line from All trains daily except Sunday.

All trains daily except Sunday.

Tickets on saile and baggage checked through at UNION DEPOT.

R. T. WILSON,

General Passenger Agent.

JAMES R. WERTH, General Manager. RATLEGADS.

Na. W NorfolkaWestern (

SCHEDULE IN EFFECT JULY 17, 1892.

LEAVE RICHMOND (DAILT),

87RD-STREET STATION.

9:00 A. M., Richmond and Norfolk through
express. Arrive Norfolk 11.25

A. M. Stops only at Peters.
burg, Waverly and Suffolk.

9:00 A. M., For Lyuchburg, Roanoke and
intermediate stations. No connection beyond Roanoke except
for Winston-Salem division.

12:20 P. M., For Roanoke, Radford, Pulask,
Bristol and all points South and
West via the East Tennessee
Virginia and Georgia rullroad,
Parlor car Petersburg to Roanoke, and Pullman sleeper Roanoke to Memphis via Knowlle
and Chattanooga.

2:58 P. M., Daily for Suffolk, Norfolk and
intermediate stations; arrives at
Norfolk at 6 P. M.

5:45 P. M., Arrives at Norfolk at 9:20 P. M.
11:40 P. M. For Roanoke, Radford, Pulask,
Bristol. Also for Bluefield, Pocalcottas, Etknorn and stations
(Minch Valley division, Also
Louisville and stations on Winston-Salem divican. Pullman palace sleeper
Liveen Richmond and Lynchburg
and the West daily at 7:44 A. M. 2:15 P.
M. and 7:45 P. M.; from Norfolk and the
East at 10:30 A. M., 2:15 P. M. and 6:23
P. M.

"Washington and Chattanooga Limited."
a train of Pullman coaches and sleeping.
Cars. wins daily at occasions.

Washington and Chattanooga Limited."

"Washington and Unattanooga Limited," a train of Pullman concles and sleeping, cars, runs daily via Lenandoah Valley route, stopping only at Laray, Shenandoah, Basic, Roanoke and Radferd.

R. W. COURTNEY.

Passenger Agent, W. B. BEVILL.
General Office, Roanoke, Va. RICHMOND, FREDERICKSBURG AND POTOMAC RAILMOAD—Schedule commencing APRIL 25, 1892. Eastern standard time.

8:04 A. M., Leaves Byrd-street station dally; stops only at Ashland, Dosw-h, Milford, Fredericksburg, Brooka and Widewater, Sleeper Washington and New York, Arrives at Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philsdelphia, 3:48 P. M.; New York, 6:30 P. M.

Baltimore, 1:17 P. M.; Philadelphia, 3:48 P. M.; New York, 6:20 P. M.

11:50 A. M., Leaves Byrd-street station daily except Sunday. Buffet Parlo, Car Richmond to New York Arrives at Washington at 4:14 P. M.; Baltimore, 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 10:35 P. M.

7:05 P. M., Leaves Byrd-street station daily. Sleeping Car Richmond to New York, 10:35 P. M.

7:05 P. M., Leaves Byrd-street station daily. Sleeping Car Richmond to New York, Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Steps at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:50 A. M.

8:50 A. M., Arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater, Brooke. Fredericksburg, Milford, Doswell and Ashland, Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.

2:38 P. M., Arrives at Byrd-street station daily. Stops at Fredericksburg, Milford, Doswell and Ashland, Sleeper from New York to Washington and Washlandon Dies not stop at Elba. Leaves Washington at 10:57 A. M.

9:35 P. M., Arrives at Byrd-street station daily except Sunday, Bufet Parlor Car New York to Richmond. Leaves Washington at 5:07 F. M.

FREDERICKSBURG ACCOMA. ACO.

FREDERICKSBURG ACCOME. AION.
DAILY EXCEPT SUNDAY.
4:00 P. M., Leaves Byrd-street station; arrives at Fredericksburg at 6:36
P. M.

8:40 A. M. Arrives at Byrd-street station; leaves Fredericksburg at 6:05

A. M. ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 7:33 A. M. 6:12 P. M., Leaves Elba; arrives at Ashland at 6:53 P. M.
6:45 A. M., Arrives at Elba; leaves Ashland at 6:05 A. M.
6:05 P. M., Arrives at Elba; leaves Ashland at 5:18 P. M.
C. A. TAYLOB, Traffic Manages, E. T. D. MYERS, General Superintendent.

RICHMOND CITY AND SEVEN PINES

Trains leave station, Twenty-sixth and P streets, as follows: Leave Richmond. 6:30 A. M. 12:60 M. Leave* Seven Pines, 5:30 A. M. 7:30 A. M. 1:30 P. M. 5:45 P. M. 2:00 M. 3:30 P. M. 6:45 P. M. SUNDAY. Leave

Richmond. Seven Pines.
10:00 A. M. 4:00 A. M.
2:00 P. M. 11:00 A. M.
4:00 P. M. 3:00 P. M.
7:30 P. M. 6:30 P. M.
Forty-live minutes' run each way. Electric cars pass station.

For further information call 'Phones No.

656 or No. 38. In effect July 15, 1892.

VIRGINIA STEAMBOAT COMPANY'S JAMES RIVER LINE for the seakors. Chesapeake and most pleasant route to Notfolk, Fortsmouth, Old Point, Newport News, Charemont and James river landings. Connections: At NEWPORT NEWS, OLD POINT and NORFOLK for Hampton and Smithfield, Va., Washington, D. C., Battmore, Philadelphia and New York, James river by daylight, Great tourist line. Jamestown, Dutch Gap and war scenery. Rates less than half charged by rall. Fare to Portsmouth and Norfolk, \$1.50; \$2.50 round trip; \$1 second-class. Leaves Richmond every Monday, WEDNESDAY and FRIDAY at 7 A. M. (STREET CARS GODIRECTLY TO STEAMER'S WHARF) for solve-named places. Through tickets on sale on steamer and at Garber's Agency, No. 901 Main street. Baggage checked through. State-rooms engaged for day or night.

FREIGHT-Freight received daily for above-named places and Eastern North Car-olina; also for Eastern Shore of Virginis and all regular landings on the James river, at LOWEST RATES, and through bills is-

LUCIEN B. TATUM, Vice-President, No. 1117 Main street and Rocketts. Irvin Weisiger, Freight and Passenger Agent.

OLD DOMINION STEAMSHIP COM-TRI-WEEKLY LINE FOR NEW YORK.

Steamers leave Richmond
EVERY TUESDAY, WEDNESDAY and FEIDAY at 5
P. M. Manifest closed one
hour before sailing time.
Steamers leave New York
(from Pier 26, North river)
for Richmond EVERY MONDAY, WEDNESDAY and SATMONDAY, WEDNESDAY and FEIDAY
MORNINGS.
Passenger accommodations passures and

Passenger accommodations unsurpassed Cabin fare to New York discluding abin fare to New York (including meals and berth) via James river

route.

Rcund-trip tickets, limited to thirty days after date of issue.

Steerage fare, with subsistence.

Steerage fare, without subsistence.

Cabin fare via Chesapeake and Ohio railway and Richmond and Petersburg railroad tickets limited to four days.

days.
Round trip tickets, limited to fifteen 14 ac drys

Tickets can be obtained at Richmond
Transfer Company, 501 east Main arrest,
Chesapeake and Ohio and Richmond and
Petersburg depots, and at the company's
office, 1301 east Main street, and wharf,

Rocketts.

Freight received daily until 5 P. M.
Passengers leaving Richmond on MONPassengers leaving Richmond on MONDAYS. WEDNESDAYS. THURSDAYS and
SATURDAYS by the Chesapetke and Ohlo
rallway (via Newport News) at 9:20 A. M.
and 3 P. M.. and by Richmond and Fetersburg railroad, same days, at 9 A. M. and
2:58 P. M., will make connection at Norfolk
with steamers leaving these days.
GEORGE W. ALLEN & CO., Agents.
No. 1301 Main street and
1719-17 Company's Wharf, Rocketts.